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New patterns in

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To Whom it May Concern:

Since January 1, 1901, and until further notice,
we offer to the public the following rates for
Lumber.

NORWEST (Douglas Fir).		Clear, surfaced one side, up to 18	
	Per M. Ft.	in. wide	36 00
Rough Merchantable, 1x6 to		Clear, surfaced one side, over 18	38 00
6x8, not over 32 feet long	\$27 00	in. wide	38 00
Rough Merchantable, over 12 in.		Tongued and Grooved, 1x6	36 00
wide, or over 32 ft. long	28 00	Rustics and Clapboards	36 00
Rough Merchantable, 1x3, 4, 5		Railroad Ties	26 00
and 1 1/2 x 4	29 00		
Rough Timber, 5x10 and over	32 50	SPRUCE. Per M. Ft.	
Selected Stock, advance over		Clear, surfaced one side, 12 and	34 00
above	6 00	14 in.	\$40 00
Tongued and Grooved, 1x6	36 00	Clear, surfaced one side, 16 and	42 50
Tongued and Grooved, 1x4, 1 1/2 x		18 in.	
4 and 6	38 00	SHINGLES. Per M.	
Rustic and double-lap siding	28 00	Redwood, common	\$3 00
Clear, surfaced one side, slash		Redwood, fancy	4 50
grain	36 00	Cedar, sawn, 6-2	3 75
Clear, surfaced, one side, stepping	40 00	Cedar, sawn, 5-2	4 00
Pickets, rough pointed, board		Cedar, shaved	5 00
measures	28 00	LATHS. Per Bd.	
		4 ft., 100 to bundle	\$0 65
REDWOOD. Per M. Ft.		6 ft., 50 to bundle	65
Rough Merchantable	\$27 50	8 ft., 50 to bundle	85
Rough Fluming	32 50		
Rough Clear	35 00	POSTS. Each.	
Rough Battens, 1/2 x 2 and 3	32 50	Split Redwood	\$0 22

We Also Deal in

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All of which we offer at lowest rates.

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50 CIGARS 50

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Corner Merchant and Nuuanu Streets; and Hotel, opposite Bethel St.

WELLMAN, PECK & CO., DISTRIBUTOR

WATERFRONT NEWS.



THE ABOVE PICTURE IS A PORTRAIT OF MATE JOSEPH IRVING OF THE INTER-ISLAND STEAM NAVIGATION COMPANY'S SMART LITTLE STEAMER IWALANI. THE IWALANI IS ONE OF THE BUSIEST VESSELS OF THE FLEET AND IRVING IS CONTINUALLY HUSTLING TO KEEP UP HER GOOD REPUTATION. HE IS A SAILOR OF MUCH EXPERIENCE AND WHAT HE DOES NOT KNOW ABOUT HANDLING A HELM, A LINE, A WINCH, A PIECE OF CANVAS OR A CARGO, TO SAY NOTHING OF A SECOND HELPING TO PIE AT DINNER, ISN'T WORTH BEGINNING TO LEARN.

LD salts along the waterfront predict that another Kona is likely to visit these Islands. The wind which was blowing at a lively rate from the nor-nor-east only as recently as Sunday morning, hauled to the east and moderated as the Sunday sun sank to his rest. Now the breezes are gradually shifting to the south, and the wise ones in matters meteorological promise a Kona before long.

What the Ships Are Doing.

The Chilean barkentine Alta is still discharging coal at Navy wharf No. 2. She is high up out of the water now and will soon have all her coal for the army ashore. Right next to the Alta, lying at Navy wharf No. 1, is the horse-transport Thyra. She is an ugly-looking craft, and has a dirty appearance as well. Coal is being put aboard the Thyra. This is no easy business, for the transport has no side ports, and all the coal has to be hoisted up onto her deck and dumped down into her bunkers. Considerable time is consumed and many men are employed, and much coal is spilled in the handling, which has to be shovelled and handled all over again.

The American bark Andrew Welch, which arrived here from San Francisco on December 6th, has moved over to the Railway wharf, where she is taking on a cargo of sugar for San Francisco. The American barkentine Irmgard, is at present at the Inter-Island wharf, taking on sugar from the steamer W. G. Hall. The steamer Noeua, which arrived here on Saturday morning from Kauai, discharged her cargo of sugar into the hold of the Irmgard.

The Irmgard arrived here from San Francisco on the 30th of last month, and has received quick dispatch. Captain Schmidt is her master.

At the Railway wharf the barkentine Archer is loading sugar and will get away for the Coast very soon. Captain Calhoun brought her here on the 15th of last month.

The big ship William H. Macy is almost ready for sea; she looms high above the wharf, and is completing the taking on of ballast before she sets sail for the Sound. She arrived here from Sydney on the 23d of December, commanded by Captain Groth.

There are at present twenty-seven deep-water sailing vessels in the harbor. Very few of this number are lying idle.

The steamer Charles Nelson, which arrived here on Sunday from San Francisco, is expected to leave for San Francisco via Kahului today. She stops at Kahului to take on sugar for the Coast.

World's Naval News.

The following items of interest concerning the world's navies are gathered from the San Francisco Call: The French armored ships Duperre and Neptune are to be modernized and receive new boilers and a change of batteries, at an estimated cost of \$300,000 for each ship. The Duperre was built in 1871 at a cost of \$2,500,000, and the Neptune cost \$3,900,000 in 1887. They are both antiquated ships, and the Neptune has a poor reputation as to sea-going qualities.

The British cruiser Europa, of 11,000 tons, which was completed about one year ago, and has made one cruise only, is to be rebuilt. The Belleville boilers in the ship have proved worse than useless, and it has been decided to apply the only remedy to cure the defect—the taking out of her thirty boilers. It involves an expense of about \$150,000.

Additional frauds in the Japanese navy are coming to light, three clerks at the Saheho dockyard and four merchants having recently been arrested, charged with embezzlement and collusion. The frauds appear to be almost general at the several shore stations, several high rank officers and a number of clerks being implicated at three dockyards.

The Earl of Selborne, the new first lord of the British Admiralty, has resigned the chairmanship of the church defense committee. He is still, however, one of the directors of the P. & O. Steam Navigation Company, which receives a liberal annual subsidy from the Admiralty, and there has been no intimation of his resignation nor intention of so doing.

The British Navy League calls attention to the fact that the fighting strength of Great Britain in China waters is far inferior to that of France and Russia combined, and only slightly superior to that of Germany. England has but three armored cruisers, whereas Russia and France have six and Germany one. Of first and second class cruisers, England has nine, Rus-

government, wrote at that period to the Premier as follows: "Whatever route be followed by the cable across the Pacific, the object will be to bring the group of Australian Colonies into direct telegraphic connection with Canada, and secure a means of communication between them and England, independent of all lines passing through or in proximity to Europe. Messages will be conveyed by the new line at lower rates than are now exacted, and the immediate effect which must follow its establishment is manifest. The cost of telegraphing (he added) between Australia and England will be reduced, intercourse will be facilitated between the sister Colonies and Canada, and an impulse given to commercial activity."

It may be recalled further that in 1886 when the possibility of such a scheme first began to assume tangible shape, the Agents General for the Colonies, addressing Sir Charles Tupper, then High Commissioner for Canada, declared that they had considered the whole question, and were of opinion that a substantial company could be formed to connect England telegraphically with Australia, through Canada and the Pacific Ocean, for a total annual subsidy of £100,000 for a period of twenty-five years, half the subsidy to be apportioned to Great Britain, on behalf of the United Kingdom, India and the Crown Colonies, and the remainder, in equal proportions, to Canada, Queensland, New South Wales, Victoria and New Zealand, Tasmania and Western Australia. Six years ago, when an expert estimate was prepared of the business to be anticipated from a Pacific cable, it was calculated that the gross earnings from its operations during the first twelve months, reckoned at the low tariff of 2s per word—half the amount, it should be borne in mind, of the existing tariff—would be £100,000; for the second year, £125,000; and for the third, £145,000; and it was further computed that these figures would yield a total surplus for the first three years of £154,500.

In conversation yesterday a high authority on the working of submarine telegraphs made light of the difficulties of the projected undertaking, upon which emphasis has been laid in certain quarters. "Some people," he observed, "seem to think that there is likely to be danger by reason of the steep gradient in the approach to stations like Fanning Island, for example. But, in reality, there is no cause for fear, and, as a matter of fact, there is a similar approach to Bermuda, where a cable has been laid for many years without any interruption, so far as I can remember, having been suffered." The new cable, this authority proceeded, is to be laid in deeper water than the normal depth in the case of submarine work. Three thousand two hundred fathoms will be the average depth, whereas, as a rule, 2,500 fathoms, for such a purpose, is considered deep water. But no difficulty, he was emphatic on otherwise, was added, was to be apprehended on this score. For the types of cable to be employed, he described them as excellent, and those of the smallest diameter, it appears, will be laid where the water is deepest.

Asked as to the time that messages transmitted over the new system would be likely to occupy, he replied, after some consideration, that in his opinion transmission ought to be effected in twenty minutes. The question of long-distance telegraphy has always presented itself in this connection. But here again, although the same problem necessarily remains, the new scheme will possess a great advantage, inasmuch as messages dispatched from London, during the City's business hours—say, from 10 a. m. to 3 p. m.—will, owing to the difference in the time, have a clear road across the North American continent, so that the rate of transmission during those hours ought to be very high.

Upon the question of the advantages that may be derived by the public from a possible reduction in the cost of transmitting messages to the Colonies of Federated Australasia it is early as yet to speak. It may be pointed out, however, with reference to the existing tariff of the Eastern Telegraph Company, that it is arranged upon a sliding scale, whereby, when a specified revenue is attained, a certain average over a period of three years, a reduction is made of 6d per word. Thus, upon Jan. 1 next, the rate, at present is 4d, will be reduced to 3d. Under this system the irreducible minimum is 2s 6d, but, when recalled that fourteen years back, when the question of laying a cable across the Pacific was first seriously considered, the tariff was as much as 10s 10d per word, it will be recognized that, even as things are, the public are infinitely benefited now in respect of the cost of cabling to these distant parts than they could have hoped to be formerly.

Shipping Notes.

The American ship Charmer, Captain Davis, is on the way here from Oyster Harbor.

The American schooner Serena Thayer is expected soon at Kahului, from Eureka.

The American brig Consuelo, Captain Page, is out from San Francisco seventeen days for Mahukoua.

Another vessel about due is the barkentine John Smith, twenty-two days out of Port Blakeley.

The American bark Mohican, Captain Kelly, for Honolulu, from San Francisco, is out seventeen days.

The American bark Albert, Captain Griffiths, is now eleven days out from San Francisco for this port.

The bark Kilkittat is due here from Port Gamble very shortly, having sailed from that port nineteen days ago.

The American schooner Honolulu, for Kahului, is about due to arrive there from Newcastle. She is out sixty-one days.

The American schooner A. M. Baxter, Captain Marshall, arrived in port yesterday afternoon, forty-four days from Seattle.

The schooner Honolulu arrived also at Kahului, having sailed from Newcastle on the 14th of November with coal. Captain Olsen is her master.

The American schooner H. C. Wright, arrived at Kahului on the 10th instant from San Francisco with a general cargo, having sailed from that port on the 18th of last month. Captain Nelson commands her.

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